on train No. 4001 Up Delhi - Attari Express has been beefed up and following measures are being taken:

The rake of the above train will be checked before drawing the same to the platforms and escorted from yards to the platforms.

Only Sleeper Class Reserved coaches which are connected by vestibules are now provided.

Passengers will be permitted to travel with valid Passport, Visa and Railway ticket for Pakistan only.

Passengers will be allowed to carry two pieces of luggage weighing miximum 35 kgs with them. Extra luggage, if any, can be booked in the luggage van after security check.

02 Railway Protection Force escorting staff per coach will be provided.

Frisking of all passengers and manual checking of their luggage has been introduced.

Sniffer dogs are being deployed for checking of empty rakes of the above trains at platforms from where the trains start.

Installation of Close Circuit Televisions.

Provision of modern security gadgets like Hand held Metal Detectors, Door Frame Metal Detectors etc. to strenthen access control at entry/exit points.

Stickers are being pasted on the luggage of the passengers mentioning coach and berth number after security.

However, because of the open-design of the railway station with handling of thousands of passengers, it is not possible to provide air-port like security

Budget allocation for sanctioned projects

*180. DR. K. MALAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) the basis under which allocation of budget is given for the sanctioned projects;

(b) what is the percentage of projects given allocation based on demand driven or discretion driven or on merit of objectivity;

(c) whether there have been any complaints or reactions either from the public or from other quarters even from within;

(d) what is the budget allocation for amenities out of total budget for the last three years; and

(e) whether it is not negligible and largely disproportionate to the needs of travelling public?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) and (b) Funds to the various projects of new line and some gauge conversion in a State are being allocated on the basis of State-wise formula in which wightage of 15% each has been given to population and area of the State and 70% to the throwforward of projects in the State. The funds to various projects covered under doublings, railway electrificatiorvand some of the last mile/alternatiye route gauge conversion, mega bridges, State sharing/ private participation/market borrowing are not covered by the formula. The allocation to the individual project is done keeping in view their physical progress, priority & operational necessity. The projects in N.E. Region are provided funds as per the Government policy to invest not less than 10% of net budgetary support in the region.

(c) There were representations that the allocation of funds for Railway projects to different States is not equitable. To meet this perceived sense of injustice, State-wise formula for distribution of funds to various projects was announced in Budget 2002-03.

(d) The budget allocation under Plan Head Passenger Amenities for the last three years is as under:

Year	BudgetAllocation (Rs. in Crore)
2004-05	215
2005-06	222
2006-07	353

(e) No, Sir.